aisle: raised on an octagon platform of stone, ascended by steps on four sides, and enclosed with a brass railing. The font is octagonal, eight angels spring from the angles of the shaft and support the bowl, divided by pinnacled buttresses into eight compartments, containing images of the four Evangelists and the four Doctors of the Church. [The font is to be inclosed with open screens hereafter, and have a carved cover.]

The pulpit (cleverly executed) is placed against the third pillar from the chancel end, and has been designed from some of the early Italian examples, as at Pisa. The form is hexagonal, supported by marble shafts, the centre one resting on a base, sculptured with the emblems of the four Evangelists; on four sides of the body of the pulpit are four *bassi relieri* in panels, representing the Sermon on the Mount, St. John in the wilderness, and St. Francis and St. Dominick preaching. The ascent to the pulpit is by a series of *detached* steps, each supported by marble shafts and richly-carved capitals, to which is attached a wrought-iron railing: somewhat coarse in execution, but still effective. The pulpit is of Caen stone, and the shafts are of British marble.

The Rood Loft.—The nave is divided from the chancel by a double stone screen supporting a rood loft. The front is composed of three open arches, resting on marble shafts, with richly-carved foliated caps, surmounted by a string course, with carved bosses and angels supporting an open parapet. The back is likewise composed of three arches, the centre serving for the doorway, and the two others are filled with light open tracery: oak-ribbed ceiling is fixed between the two screens, and immediately over is the loft on which is fixed the great rood. The cross, an original work of the fifteenth century, was purchased in Belgium, and restored. The image of the Saviour is by M. Durlet of Antwerp, the architect of the new stalls in the cathedral of that city: the whole is elaborately gilt and painted. The loft is ascended by two staircases, which are terminated by pinnacled turrets (seen in the accompanying engraving).

The Chancel is forty feet long, and about the same in height; the space between the screen and the sanctuary is panelled with oak tracery, and fitted with seats and richly-carved desks of the same material, capable of seating forty clerks. Crocketted arches, springing from shafts resting on a stone seat, are built round the sanctuary; three of these, deeper than the rest, serve for the sedilia, and contain the appropriate emblems for the priest, deacon and sub-deacon; the remainder are intended for the assistants. The floor is laid with encaustic tiles. The ceiling is divided into three compartments by carved principals, resting on angel corbels: each compartment is subdivided by moulded ribs into square panels, which are intended to be enriched by painting on a gold ground.

The great window, and the three side-windows, contain stained glass: the glass in the former is not so harmonious as might have been desired.

The High Altar is composed of Caen stone, surmounted by a slab of marble: the front is divided into three quatrefoils, filled with basreliefs. On the centre of the altar is placed the tabernacle, worked in Caen stone, consisting of four clusters of pinnacles, supporting a canopy. The whole is richly gilt and painted, and the doors of the tabernacle are of metal, gilt, and enriched by large crystals. Immediately behind the altar is a carved stone reredos, composed of ten small and two large niches, filled with images.

The furniture of the High Altar, including two high-standing candlesticks of brass, supporting coronels of lights; six large candlesticks of brass, and of hexagonal form; and a large corona of iron, painted and gilt with brass enrichments, shields, inscriptions, and crystal knops,—are admirably designed and wrought; indeed, it is in these matters Mr. Pugin's chief excellence consists.

On the left of the chancel is the *Chapel of the Sacrament*, divided off from the church by a richly-wrought iron screen, painted blue, enriched with lambs and chalices alternate, in brass. The floor is laid with encaustic tiles; the walls and ceiling are entirely covered with painted decorations; the ribs of the ceiling are gold, with red panels, relieved with cherubims, vine leaves, and grapes; the walls are covered with diapered work, interspersed with angels bearing scrolls, on gilt grounds. The altar reredos and tabernacle are of rich design. The windows are filled with stained glass.

On the right of the chancel is the *Chapel of our Lady*, which is also entirely painted and gilt, only here the colour of blue is most prominent. The ribs of the ceiling are gilt; with blue panels, containing the monogram of the Virgin, surrounded by white roses and stars. The walls are diapered in blue, with gilt fleurs-de-lis. The altar is elaborately carved, and the reredos is surmounted by niches and tabernacle work. The chapel is divided off by a carved oak screen.

The nave is at present devoid of decoration. The open roofs are not wholly satisfactory.

Annexed we give a section of the church, for which we are indebted to the proprietor of *Dolman's Magazine*,* shewing the rood loft, chancel, screens, and the two chapels.

The church was built, under Mr. Pugin's direction, by Mr. Myers, of Lambeth, to whom praise is due. The metal work and furniture is by Mr. Hardman, of Birmingham, and the greater part of the stained glass by Mr. Wailes, of Newcastle. The total cost up to this time is stated at 33,000*l*. The first contract was for 16,000*l*. For the sake of comparison, we may mention that the pulpit, including the ironwork and steps, cost 250*l*.; the font, 50*l*.; and the iron screen across Chapel of the Sacrament, 150*l*.

The materials are yellow brick (which gives a mean appearance) and Bath stone. Some portions of the latter, at the east end, we observed with regret, are already in a rapid state of decay.

* An organ of the Roman Catholics, ably and liberally conducted.

CONSTRUCTION OF EGG OVENS.

THERE are many accounts of the above invention. The principle, however, upon which they are all constructed is simply this, that they consist of chambers, one above the other, either in long or short ranges, but never more than two divisions high. The heat is invariably generated in the upper division, and is contrived to descend and act upon the top of the eggs at a temperature of 106 deg., which are placed below on a mat, opposite the hole through which the heat descends. It will never do to place the heat in the lower division, and the eggs in the one above, for that would violate the law of nature. The egg, which contains great liquid properties, would thus become agitated by that mode of the application of it in the wrong direction. The hen sits upon her eggs, and by that means warms them to the highest degree upon the top, and they are always cooler on the side next the ground. The heat, therefore, to bring forth a chicken must be a descending heat, and that of the proper temperature, namely, 106 deg., and not 96 deg. of Fahrenheit, as some authors have it. The principle is very old, and has been applied to the purpose of hatching eggs in this country to a great theoretical extent, but some how or other it has never been carried out as a practical measure.

I saw a Mamal, or Egyptian egg-oven, on a small scale lately, and some poultry which had been produced by it. The owner told me he had used it for the last seven years, with greater or less success, for hatching out chickens for his own use and amusement, but he never once thought of taking out a patent for a thing so well known.

There are so many plans of producing a regular steady heat at any given temperature, and on any one point, that no one need now feel any difficulty in constructing a Mamal or egg-oven of brick, wood, felt, zinc, or other materials. Water kept warm by gas, or a lamp, coal, or coke, will produce warm air at 106 deg. All that is required is merely to arrange the heat to descend, and play upon the upper half of the eggs at that temperature, placing them on a cool or trellised sole, as the hen lays her eggs on the ground. These ovens may be made one or two feet square, or much larger. The shape may even be that of a vase. All that is required is to construct the apparatus so that the heat will strike down on the top of the eggs at 106 deg. The expense is very trifling.

In the "Library of Entertaining Knowledge" there are some excellent plans and drawings of artificial mothers for rearing the chickens; one is of a circular formation, and has a pond in it for ducks. Another represents a sort of inverted box, lined with sheep skins, the long wool of which hangs down for the chickens to set their backs against. The principle must invariably be attended to of a descending heat, both upon the eggs and on the chickens. Never put either above the fire until you wish to cook and eat them. The chickens always stand on the cold ground, with their heads and backs buried under the hen's wings.

To meet the conflicting vicissitudes of the variable climate of Britain, glass frames, or hot houses, will be requisite to rear the young, and warmed houses for all in winter, particularly the laying hens. The houses which are used for rearing the poultry would be admirably adapted for producing grapes at the same time.

Looking at the accommodation afforded for poultry generally throughout the country, no one need wonder that few are produced, and that at all times the article is so dear and scarce in England. I feel confident it would pay to build comfortable places for poultry, and that it would afford employment for many of the least able-bodied about a farm, to look after the fowls and the stoves in the hen-houses. It would help to keep down poor-rates, and would also employ children.

A letter can now be received from Egypt in less time than a chicken can be hatched out of an egg, and probably further information may transpire on the subject of American, Chinese, Egyptian, and other poultry, produced by artificial heat. W. M. F.

INCREASE OF TRAVELLING BY INCREASED FACILITIES.

IN the course of a paper by Mr. W. Harding on the Railway System, read at the last meeting of the British Association for the Advancement of Science, the writer shewed amongst other things that, when the railways now in contemplation are completed, and it is probable that the greater portion will be so in the course of the next five years, we shall have upwards of 10,000 miles of railway open, on which, judging from the numbers employed on lines now open (viz., fourteen per mile), 140,000 persons will be permanently employed, at good wages,—representing, at five to a family, three-quarters of a million of the gross population. The third-class passengers who have increased in number since 1842, from six millioos annually to twenty-one millions, now form nearly half of the whole number travelling, whereas in 1842, they formed only about one-third. A number of experiments on the Glasgow and Greenock line, of which the writer is the manager, shewed,—1st. That a reduction of fares to ½d. per mile, even from so low a rate as ¾d. per mile, increased the number travelling by nearly a quarter of a million, or by two-thirds of the whole population of the district. As these people were generally of the less affluent classes, it appears that they were actually drawn out of the noisome streets of Glasgow, to the north of the Clyde, by the temptation of a very low fare, and immediately that the fare was raised they were driven back again into the city. 2nd. That under the circumstances of the line in question, cheap and rapid travelling increased the number travelling: but improving the lower priced carriages did not, however, appear to act in the same way, but merely tempted passengers from the higher class carriages—those from the second-class into the third-class carriages, and from the first to the second class:—of course it by no means follows that similar results would ensue on lines in other localities; each case must be determined by its peculiar conditions. 3rd. That no limit can be assigned to the number of travellers which cheapening and quickening the means of conveyance will create. The introduction of the railway, even where steam-boats already afforded a most pleasant, rapid, and cheap communication, increased the number travelling from 110,000 to 2,000,000—2,000,000 being five times the whole population of the district. "I doubt,"

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